

ROYAL NAVAL DIVISION.
H.M. ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
entirely limited to Public School or
University men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Road Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

WIRE GAUZE
MOSQUITO NETTING.
Sole kept at reasonable
prices.
ALEX. ROSS & Co.,
Phone 27.

No. 18,104. 號四零百一千八萬一第

日三十二月四年辰丙

HONGKONG, WEDNESDAY, MAY 21st, 1916.

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Price, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE

May 26th.—The English mail, per s.s. SINGOLA.

TO DEPART

May 26th.—Straits, Colombo, India, Durban, Cape Town and United Kingdom, at 11 a.m., per s.s. KAGA MARU.

May 26th.—Europe via Siberia, at noon, per s.s. CACIQUE.

May 26th.—Shanghai, North China, United States, South America, and Canada via San Francisco and United Kingdom, at noon, per s.s. CACIQUE.

May 26th.—Europe via Siberia, at 3 p.m., per s.s. EMPIRE OF JAPAN.

May 26th.—Formosa via Keelung, Shanghai, North China, and Japan via Moji, Victoria, Tacoma, and United Kingdom via Canada, at 1 p.m., per s.s. CANADA MARU.

May 31st.—Shanghai, North China, Japan via Nagasaki, Honolulu, United States, Canada, South America and United Kingdom via San Francisco, at 10 a.m., per s.s. SINGOLA.

May 31st.—Europe via Siberia, at 10.30 a.m., per s.s. EMPIRE OF JAPAN.

May 31st.—Shanghai, North China, Japan via Nagasaki, Victoria, B.C. (Canada), United States, South America and United Kingdom via Vancouver, at 10.30 a.m., per s.s. EMPIRE OF JAPAN.

June 2nd.—Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. NOVARA.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.
(General Managers)
Hongkong, 9th December, 1915.

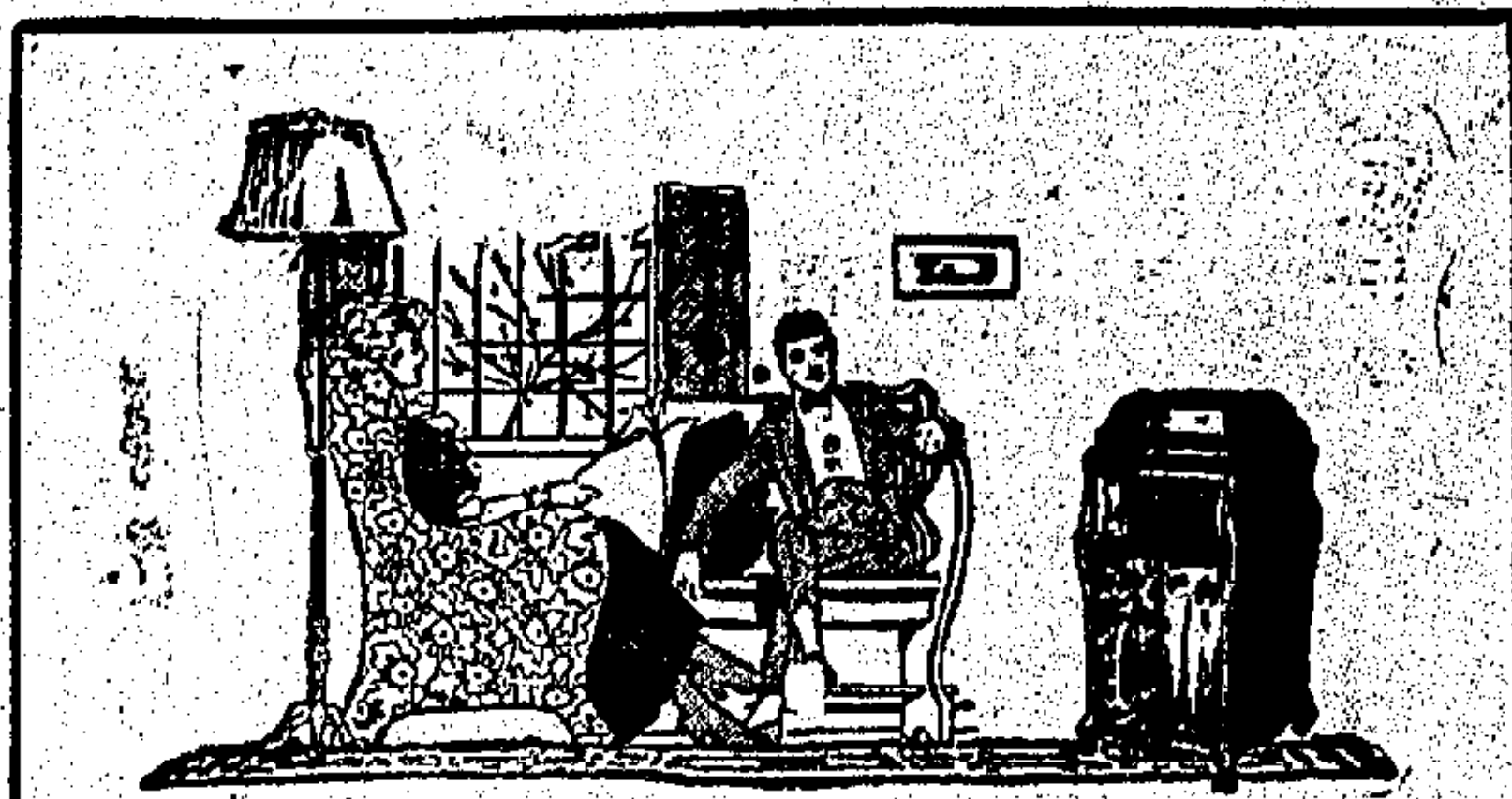
A LING & CO.
(9, QUEEN'S ROAD CENTRAL).
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging.
Canton Machines in Various Shades
TELEPHONE 1215.
Hongkong, 4th February, 1916.

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " 10 "
10.00 " " 11.00 " "	" " 15 "
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INTIMATIONS



Ten Victor Records which should be in every home

17342	Silver Threads Among The Gold...	Cello	Mozart	Bourdon
17396	Broken Melody			
17396	Juliet's Slumber			
26505	Venetian Love Song			
26505	Finlandia—Tone Poem (Sibelius)			
35502	Concerto in A Minor (Mozart)			
35502	Blue Paradise	One Step		
64327	Miss Vixen	Fox Trot		
64327	Alh. Love, but a day	Song		
81120	I Hear You Calling Me			
74337	Love's Nocturne			
88401	La Campanella (Liszt)	Pianoforte		
88388	Abide With Me (Liddle)	Song		

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On Sale at the "HONGKONG DAILY PRESS" 102-104, Hongkong, 10th March 1916.

IT'S A BAD SIGN.

When you have that obstinate, lingering cough which will not be shaken off. There is no cough at any stage, whether old or young, but what needs attention. A cough soon wrecks a strong constitution, soon makes one helpless, in fact a cough is a very dangerous ailment, yet many hardly notice a cough. The way to cure chronic coughs, bronchitis, and chest colds is to apply LITTLE'S ORIENTAL BALM.

Rub it well into the chest and back. It penetrates immediately to the inflamed parts. It stops the pain and drives out the inflammation. The cough, the hoarseness, the tightness across the chest go away. Shivering, feverish flushes, and difficult breathing all cease. Expectoration of mucous matter is stopped.

It cures every case where a cure is possible. It often cures when nothing else will. Can anybody afford to be without it in the house all the time? Sold at 1s. 4d. per bottle.

Agents for Hongkong:—
Messrs. A. S. WATSON & Co., Ltd.
[578-17]

FORTHCOMING EVENTS.

TO-DAY

Monday, 29th May—
11 a.m.—Auction of Sundry Ship's Gear at the T.K.K.'s Godown and afterwards at Messrs. H. Scott & Co.'s Godown, by Mr. Geo. P. Lamont.

Thursday, 1st June—
Noon—"Star" Ferry Co. Ltd., Eighteenth Ordinary Annual Meeting at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

VISITORS TO CANTON

Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

By CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans.

PRICE.....\$1.75

On Sale at:—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH, Ltd.
Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

JAPANESE COTTON SPINNING IN 1915.

BRITISH CONSULAR REPORT.

The following memorandum was prepared by Mr. O. White (British Vice-Consul at Osaka) for the Board of Trade:—

The quantity of raw cotton imported into Japan again increased in 1915. The Customs returns show that for last year the imports amounted to 7,222,000 piculs, valued at ¥217,310,000, as compared with 6,201,000 piculs, valued at ¥218,075,000 in 1914. American cotton showed a proportionately large increase from 1,370,000 to 1,615,000 piculs; for this the increased demand for medium and finer counts referred to later is responsible. Indian cotton rose from 4,143,000 to 4,807,000 piculs.

The state of the Chinese trade in one sense determines the welfare of the Japanese spinning industry, as, though the home demand is larger, it is steady enough to cause little anxiety, being depressed by temporary conditions, but expanding constantly. The China market, on the contrary, is very sensitive and has shown itself liable to sudden fluctuations in recent years. Time and again when the Japanese export trade to China has apparently been on the eve of striking development, a change in the situation has upset calculations. In April, 1915, exports of yarn and piecegoods to China seemed to be booming. All expectations, however, were falsified by the crisis which arose when the Government of Japan and China. Not till August did trade recover from the blow which had been dealt it.

At the same time, conditions in China favoured the local spinner, e.g., the abundant crops of Chinese cotton and the fall in the price of silver. Chinese competition in the coarser counts was accordingly severe. In medium and finer counts, and in piecegoods, however, Japanese merchants profited by the stoppage of German goods and possibly also by some falling off in imports of Manchester goods. The net result was that while exports from Japan of counts up to 20 declined slightly in 1915 and counts over 20 increased, the total export was only slightly less than that for 1914. The exact figures were as follows:—

Counts	1914.	1915.
Up to 20's	144,928,000	138,532,000
Over 20's	20,385,000	26,220,000
	165,313,000	164,752,000

Over 87 per cent. of the exports in 1915 went to China and Kwantung and 12 per cent. to Hongkong.

If, however, these figures are compared with those for 1913 it will be seen that the growth has been striking, the export in that year amounting to 136,000,000. The home demand was good and would have been better but for the low price of rice and raw silk in the first half of 1915. The high price of dyes which raised the cost of the finished goods also checked sales after a time. Raw silk, however, recovered, and the price of rice also, in sympathy with the general appreciation in prices.

Conditions being as stated, while the spinning mills realized good profits in 1915, the year could not be regarded as one of the best, though spinners of fine counts were very successful, particularly as the demand for fine counts for knitted goods was great. In August, 1914, the panic in the yarn market caused by the outbreak of war brought many dealers to the verge of bankruptcy. Meanwhile the output of yarn had increased considerably, and during the whole of 1915 it was necessary to curtail output, 20 per cent. of the spindles being sealed during the first seven months and 10 per cent. during the remainder of the year. The industry agreed to resume normal working as from February 1st. The output of yarn at the time of writing (January 31st) is about 180,000 bales per month and it is estimated that full work will bring this up to 165,000 bales. Now, the home consumption has gone from 85,000 to 95,000 bales per month; exports averaged about 50,000 bales per month in 1915 in spite of adverse conditions; taking this figure for 1916 there would remain a balance of 20,000 bales which, it is expected, should be taken off by increased sales at home and in China. That the outlook is regarded as promising is shown by the fact that extensions at present planned amount to at least 300,000 spindles. Japan there are at present some 2,800,000 spindles in all.

ESTIMATED CONSUMPTION OF RAW COTTON IN 1916.

As to consumption of raw cotton in 1916, the Spinners' Association has contracted with the shipowners concerning the provision of space for 1,400,000 bales of Indian cotton at 17 rupees per net, but it is anticipated that space will have to be found for a further 300,000 bales. The consumption of American cotton was expected to increase by about 20 per cent., to say, about 600,000 bales, but the remarkable rise in freight rates combined with the difficulty of obtaining space may keep down imports of American cotton with a corresponding increase in Indian.

EXPORTS OF PIECEGOODS FROM JAPAN.

In the export of cotton piecegoods, the effects of the war were favourable to Japan and the mills are reported to have made big profits in the sale of shirtings and drills. From May, 1915, the diminution in stocks in Shanghai created a demand for Japanese goods which increased steadily during the year. The mills, however, adopting the view that prices would go higher, showed no anxiety to push sales. This attitude appears to have been justified by results and prices of shirtings and jeans were maintained at a high level. In the case of the latter, Japanese goods had with difficulty succeeded in obtaining a footing prior to the war, but as a result of the altered conditions, they assumed a position of some importance. Jeans were also exported, though in small quantities, to India, with which country a considerable trade in shirtings was done. Japanese mills, therefore, had every reason to be satisfied with their trade in piecegoods. (Continued on next Column.)

BRITISH NEGLECT OF SCIENCE—A PROFESSOR'S INDICTMENT.

Professor H. E. Armstrong, speaking at the Royal Institution recently at the conclusion of the second of two lectures on "Organic chemistry in war," asked how it was that after being pioneers in scientific research and discovery we had allowed ourselves to fall so behind and be so dependent upon others. Why was it necessary now to urge that science and industry must be brought into conjunction? These and many other such questions must be pondered and answered, so answered that we could do better in future. As the Australian Prime Minister said on Monday last:—If Britain after war is not going to get what it wants from Germany, there must be organization; we must attack the problem systematically and scientifically. No attempt to do so was being made.

Our failure (he continued) is traceable mainly to Oxford and Cambridge and the public schools. We have placed so high a premium on classical studies that most of the ability of the country has been either forced or attracted away from science, and the nation has been kept in ignorance of science by the literary party, almost of set purpose, it would seem. As there has been no regular, remunerative outlet for science, few have been led to take it up; the few scientific workers have had, finding little opportunity in industry, have sought for recognition elsewhere. Almost the only way of taking rank has been through entry into the Royal Society. The Society, in consequence, has gradually been made the preserve of the purely academic worker, destitute of practical outlook and hopelessly individualistic; consequently it has been reduced to impotence. At present it is unorganized and ineffectual, without outlook and in need of a strong infusion of the practical and business element.

No sufficient use is being made of the great resources the Royal Society commands—its great traditions have been cast to the winds. The men of most experience in the country have been allowed to remain unutilised—the services of those who have been taken have too often been misapplied. Mr. Balfour told the House of Commons recently that 999 out of every 1,000 suggestions brought before the Inventions Committee were useless; nevertheless the time of distinguished scientific men is being wasted on such committees and the country misled into supposing that it is receiving the help of science. While the casual inventor has been considered, no attempt has been made to make the requirements of the country properly known in quarters where efficient assistance might have been given. The waste that is taking place through faulty organisation of effort is colossal; opportunities of future development are in no way taken into account. It is not that science is unable to help; it is simply not allowed to do so properly, the work being largely in the hands of the inexperienced. It is useless, however, for us to complain of Government apathy of public ignorance of science, when we, the body scientific, are unable to cope with our own affairs, while we remain unorganised in our own service, impotent to make ourselves felt. Science, it is to be feared, in this country at the present time is losing rather than gaining caste, this is because it is ineffective in the collective aspects and therefore voiceless in the councils of the nation.

DISTURBANCE IN SHANTUNG.

WATER FAMINE AT TSINGTAU.

An official dispatch received in Tokyo states that the disturbance in Shantung is quieting down. The military telegraph wires between Tsingtau and other parts of Shantung have been cut, and the sources of the Tsingtau waterworks are cut off. Tsingtau is consequently suffering from a shortage of water.

SHIPPING NOTES.

COLLISION IN THE INLAND SEA.

A collision took place in the Kurushima channel in the Inland Sea at night recently between the N.Y.K. steamer *Tateyama-maru*, 2,481 tons, which was on the way from Kobe for Moji, and the *Omi-maru*, 3,984 tons, which was proceeding to Kobe from Moji. The damage to the *Omi-maru* is comparatively slight, but that to the *Tateyama-maru* is serious. Two holds were damaged, the water pouring in so rapidly that she had to be beached. Immediately on receipt of the news of the disaster a salvage boat was dispatched from the Inushima Dock to render assistance. No casualty was sustained by the passengers and crew of either ship.

FIRE AT OSAKA.

DESTRUCTION OF NOTED TEMPLE.

The well-known Kichijohji temple at Tennouji, Osaka, and most of the treasures were destroyed by fire on the 8th inst. The temple belonged to the Sodo Sect and was celebrated for the image of the Forty-seven Ronins it contained. The loss is estimated at ¥70,000.

ordinary sheetings and drills have been exported in good quantities in the past, but the export of shirtings and jeans in 1915 constituted an advance of some importance. Besides grey shirtings, bleached and dyed goods were the subject of enquiry. It is reported that at the beginning of 1916 the mills were in the comfortable position of having sold their output for six months ahead, and there is a general impression that the position thus gained in the cotton piecegoods markets of China and India is one which will be held. Two other lines of export in 1915 were imitation blankets and cotton flannel, both of which benefited by the war.

ADVENTURES OF AN ALIEN ENEMY IN GERMANY.

UNACUSTOMED SILENCE OF THE STREETS.

BY A RUSSIAN JOURNALIST.]

It was a fairly advanced hour in the evening when I reached my hotel from the station. After the long railway journey to Berlin I feel tired; nevertheless, I hastily wash and dress and go out into the streets.

I walk up Friedrichstrasse, then along Leipzigerstrasse right up to Leipziger Platz, and then through Wilhelmstrasse and other streets to Unter den Linden. I have noticed already the remarkable scarcity of people and the unidirection of the principal streets, and now I was struck with the small number of people between the ages of 20-40 whom one meets in civilian dress.

Excluding the women and the grey military figures, those I met in the street on my first evening were almost exclusively elderly people and cripples. From the hotel to the corner of Friedrichstrasse I counted four hunchbacks, one dwarf and about a dozen paralysed and lame people (not invalids, but deformed from birth). Naturally, there were cripples and deformed in normal times, but then they were lost in the general crowd. Now, however, on the grey background of military uniforms they stand out in glaring relief.

The absence of motor-buses and motor-cars and of carriages in general makes the streets of Berlin unusually quiet and unpleasantly silent.

I notice another innovation—the night-watchmen have been substituted by women. There are women on the trams as conductors and drivers. Women and old men drive the omnibuses—and there are a good many women cabbies.

The Unter den Linden is silent and deserted, although the lights of the cinema shows and various cabarets are on. These, according to the new police regulations open at 9 p.m. instead of 11 o'clock as before, and close like all other places at Berlin at midnight. The dancing halls and other places of amusement where boisterous life went on all night and well into the morning are now closed, and in most cases they have been turned into military hospitals.

Here are the two famous Berlin cafes patronised by foreigners—the Café Bauer and Café Victoria. Formerly between 10 and 11 o'clock in the evening one had to wait about half an hour for a place at a table. Now in each of them there are not more than ten visitors engaged in reading their papers.

I walk on and enter one of the large beer restaurants. Here—the same gaping emptiness and instead of the usual waitresses dressed in white—waitresses, I had forgotten it was Tuesday and ordered some meat dish. The waitress looks at me askance, and reminds me that it is "meatless day." I am served with an omelette and some dish of potatoes. For the first time I make use of my bread card. Two little squares of 25 grammes each are torn off, and I am handed a parchment bag bearing the inscription: "50 grammes bread, against delivery of bread card only." The bag contains a little roll half the size of our cooek "rogue." This little roll is just as grey, raw and unpleasant in taste as the bread in the restaurant car; the beer is the same, only it has gone up in price and is now 45 pfennig a tankard instead of the former 30 pfennig.

By the time I leave the restaurant it is nearly midnight. The streets are quite empty; the cafes and automatic restaurants are beginning to close. Berlin has left its old habit of night life, and goes to bed early. I direct my steps to the hotel.

I go into the lift, and again an innovation—instead of a lift boy there is now a "Hisse-frau" (this is the new name for the hated English "lift"). On the table in my room there is a list of visitors staying in the hotel. I count, and see that out of 500 rooms in the Central Hotel only 30 are occupied, and this during the Christmas holidays, when Berlin is usually full of visitors, especially from the provinces.

A knock at the door wakes me in the morning. I open, a gentleman dressed in civil clothes enters and introduces himself as a representative of the Kriminal Polizei (the German Scotland Yard). He asks for details of the object of my visit to Berlin, and after I satisfy him by producing documents and giving the necessary explanations he leaves, reminding me that I must personally come to register at the police station not later than 10 o'clock that morning.

My morning coffee is brought, and four squares of 25 grammes each are cut off from my bread card, and I receive in exchange two sealed parchment bags. In one of these was the miniature grey hard roll and in the other three rusks; a small pat of butter of the size and thickness of a penny, a little honey, and the usual coffee with diluted milk is all which was formerly "café complet," and was famed for its abundance and quality.

Even in the daytime, when the flow of every-day life is at its highest, the city is unrecognisable. There are, of course, more people about than last evening, but the absence of motor-cars, taxis, buses, and of the usual noise and bustle of the traffic raises a queer, almost oppressive, sensation, especially in one who knew the Berlin of old. It was unheard of in Berlin that even in rainy weather one should have to wear goloshes, but now the slush and dirt in the streets and on the sidewalks equalled that of a provincial Russian town.

(Continued on next Column.)

HONGKONG VOLUNTEERS.

CORP. ORDERS BY LT.-COL. A. CHAPMAN, V.D.

PARADES.
1.—Parades for Wednesday, 24th inst., nil.
Parades for Thursday, 25th inst., 5.30 p.m. Signalling Section "A," "B," and "C" Classes at Headquarters.
5.30 p.m. Recruits of all units (except Right Section M.G. Co.) at Headquarters under Sergt.-Major Higby.
5.30 p.m. Mounted Section on Polo Ground under Staff Sergt. Talbot.

DETAIL.
2.—On duty till 5th inst.: H.K.V.R. Next for duty 20th inst.: Scouts Company.
Orderly Officer 28th inst.: 1st June: Lieut. Murphy.
A. F. CHURCHILL, Capt., Adjutant, H.K.V.R.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C. H.K.V.R.

PARADES.
All parades called for Wednesday, 24th inst., are cancelled.
APPLICATIONS FOR LEAVE.
In future all applications for leave exceeding a month in duration must state:—
(a) What the purpose of the leave asked for is.
(b) Whether the consent of the applicant's employer has been obtained.
COMPANY "A" SECTION 1 (OLD ORGANISATION) UP HANDICAP.
Members of Co. "A" Section 1 (Old Organisation) will shoot for the above cup on Sunday, 28th inst., at King's Park Range, at 10 a.m.
Snap Shooting—200 yards, 5 rounds, 4 seconds exposure.
Rapid Shooting—200 yards, 15 rounds, 4 rounds in magazine, 1 in chamber, 10 in pouch; time allowed 75 seconds for short rifles, 90 seconds for long rifles.
Conditions will be notified on the range.
G. K. H. BRUTON, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

EMPIRE DAY.

All Inspectors and Sergeants (except those on Patrol duty) are required to report themselves to Staff Inspector McEwen at the Theatre Royal at 7.45 p.m. White uniform, Caps and Covers.

LEAVE EXCEEDING ONE MONTH.
Application for leave exceeding a period of one month in duration must be made in writing and must state:—
(a) The purpose for which leave is required.
(b) Whether the consent of the applicant's employer has been obtained.

BILLIARD CHAMPIONSHIP.
A Billiard Championship, open to all members of the Police Reserve, will shortly open. Competitors must send their names, together with an entrance fee of \$1 to Captain Franks, A.S.P. (R), Victoria Gaol, on or before May 31st.

MOUNTED PATROLS.

The following donations towards the running and equipment expenses of detachment for the year ending June, 1917, are gratefully acknowledged:—
Sir Robert Ho Tung, \$100; Tong Lai Chuen, \$120; Leung Kwai Tin, \$120; Luk Pong Shan, \$100; J. F. D. Mulder, \$100; She Po Shan, \$80; Chan Pak Chun, \$60; Dr. Jett Havi, \$60; Pang Fuk Tin, \$60; Li Yuk Tong, \$60; Ng Hon Tsz, \$60; Chun King Yue, \$60; Chau Sui Pak, \$60; She Tat Tsoi, \$60; Lam Shou Shan, \$60; C. S. Gubbay, \$60; S. C. Ismail, \$60; Choa Po Siem, \$60; Sun Pak Ming, \$60; Chau Siu Ki, \$60; Chow Shousan, \$60; Mok Cho Chuen, \$60; Mok Man Cheong, \$60; and Ma Ying Pui, \$10.

F. C. JENKIN, D.S.P. (R).

A DEAL IN RUBBER.

I had left behind in Copenhagen my Russian goloshes as a precautionary measure, and I had therefore to go to a shop and get some new ones (American) and pay 10 marks for them.

I was surprised at the high price asked, and to my query the lady shop assistant informed me that Germany is now suffering an acute rubber famine, that the import of rubber articles was stopped (British blockade), and that the stocks of raw rubber had long ago been requisitioned.

"We are selling the last pairs of goloshes, and shall not be able to get any more. Why we cannot even get rubber suspenders in the whole of Berlin, you read that?" explained the shop assistant, and pointed to a bill that was hanging over the pay-desk, and which one can see in every large shop in Germany and Austria. The bill read:—

On account of shortage of rubber, benzine and labour, the firm cannot deliver goods to addresses of purchasers. I issue forth into the street life of Berlin.

WHAT BERLIN DOES NOT SEE.

There is an apparent absence in the town of any wounded soldiers, both in the street, cafes, restaurants, beer-halls and other public places. Nowhere that I went did I come across any wounded soldiers or cripples. I subsequently discovered that most of the hospitals are situated close to the fighting lines and heart of the country; the Berlin hospitals for soldiers are carefully hidden and screened. For instance, a considerable number of the rooms in the large hotels, which are generally empty, have been adapted as hospitals; the upper floors of the well known restaurant "Kempinsky" in the Leipzigerstrasse, have also been turned into a hospital, and so on, but very many of the born Berliners know nothing about it.

There is the same deserted and melancholy air about the Restaurant Kempinsky as about the whole of Berlin. But in spite of the war one can get at any time at Kempinsky's fresh Russian caviare, oysters and lobsters, and one must admit at quite moderate prices, too.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES
JAVA-PACIFIC LINE.

The Steamship "KARIMOEN"
From SAN FRANCISCO,
having arrived,
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into Godowns and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence and/or
from the wharves delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 30th May will
be subject to rest.
All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 2nd
June, or they will not be recognised.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 29th May, by the Company's
surveyors, Messrs. Goddard & Douglas.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JAVA-CHINA JAPAN LINE,
Managing Agents,
JAVA-PACIFIC LINE,
York Building,
Hongkong, 23rd May, 1916. [730]

PUBLIC AUCTION.

THE Underigned has received instructions
to sell by Public Auction,
On WEDNESDAY,
the 31st May, 1916, commencing at 11 A.M.,
at the Toyo Kisen Kaisha's Godown
(and afterwards at Messrs. H. Scott & Co.'s
Godown), Kennedy Town,
SUNDRY SHIP'S GEAR AND
FURNITURE
ex as. "CHIVO MARY,"
Comprising:—
Leather Covered Armchairs, Revolving
Saloon Chairs on Iron Frames, Wooden
Folding Chairs, Nickel-plated Bedsteads,
Iron Bunk Frames and Mattresses, Patent
Folding Washstands, Oak Writing and
Centre Tables, Mirrors, Coloured Glass
Windows, Mattresses, Rugs and Carpets,
etc., etc., etc.
On View from MONDAY, the 29th inst.
Catalogues on application.
TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 24th May, 1916. [731]

PUBLIC AUCTION.

THE Underigned has received instructions
to sell by Public Auction,
On MONDAY,
the 29th May, 1916, commencing at 11 A.M.,
at the Toyo Kisen Kaisha's Godown
(and afterwards at Messrs. H. Scott & Co.'s
Godown), Kennedy Town,
SUNDRY SHIP'S GEAR,
ex as. "CHIVO MARY,"
Comprising:—
Steam Winches, Boat Davits, Brass port
scuttles and frames, Brass Saloon window
frames and windows, Electric Fans and
Lamps, Copper whistle and siren, Brass
signal gun, Engine Room telegraphs and
compasses, Electric water-tight sander box,
Copper and Brass Steam Pipes, etc., etc.,
and
One Searchlight.
N.B.—Further sales will be notified later.
On View from FRIDAY, the 26th inst.
Catalogues on application.
TERMS:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 20th May, 1916. [710]

FOR SALE.

ONE SET VERTICAL MARINE
ENGINES, with three cylinders of
15 inches, 24 inches and 40 inches diameter,
with Condenser and Pumps, complete. Also
three large directing boxes, one reducing
valve, two discharge valves, one set double
safety valves, one steam distributing valve
chest with valves, one bulkhead flange for
shaft, one main injection valve, and one
spare condenser door, all having been
formerly used in connection with the afore-
said engines. Built in 1904 and been in use
only 14 months.
1,833 lbs.—Self-Hardening Steel.
1,877 lbs.—J. A. Turning Steel.
230 lbs.—Oval Cast Steel.
2,896 lbs.—Round Punching or Turning
Steel.
and
One hundred Kilos Metal Packing.
Open to Offers.
For further particulars, apply to—
GEO. P. LAMBERT,
4, Duddell Street.
[411]

HAMBURG-AMERIKA LINE,
G. PRIEN,
HILL BERGDAHL & CO.,
F. KORRI
(IN LIQUIDATION).

CREDITORS are required to send in their
Claims against the above to the Under-
signed, No. 5, Queen's Road Central, on or
before WEDNESDAY, the 31st May, 1916.
Dated the 13th May, 1916.
J. HENNESSY SETH, A.S.A.,
Liquidator.
[698]

FRENCH LESSONS
G. MOUSSON.

15, MOARROW HILL ROAD.

ON SALE.

HONGKONG HARBOR EMPORE
OF THE MEETINGS
LEGISLATIVE COUNCIL, 1915

REVISED BY THE MEMBERS

PRICE ————

DAILY PRESS OFFICE
Hongkong, 24th February, 1916

PUBLIC COMPANY

THE "STAR" FERRY COMPANY, LTD.
NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
EIGHTEENTH ORDINARY
ANNUAL MEETING of this Company will
be held at the Office of Messrs. JARONK,
MATHEWSON & CO., LTD., on THURSDAY, the
1st of June, 1916, at Noon, for the purpose
of receiving the Report of the Directors
together with a Statement of Accounts to
30th April, 1916.
The REGISTER or SHARES of the Com-
pany will be CLOSED on SATURDAY,
the 27th May, to THURSDAY, the 1st June,
1916, inclusive.
By Order of the Board of Directors,
PHILIP R. WOLFF,
Acting Secretary.
Hongkong, 20th May, 1916. [722]

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the Supply
of CARPENTERS, PLATERS, CAULKERS,
PLUMBERS and SHOEMAKERS to H.M. Naval
Yard.
Forms of Tender can be obtained at the
Chief Constructor's Office, H.M. Naval Yard,
Hongkong, and should be filled in and
returned as indicated in Tender Form not
later than Noon, THURSDAY, 28th June,
1916.
C. D. J. BELL,
Chief Constructor.
H.M. Dockyard,
Hongkong, 18th May, 1916. [721]

84% RUSSIAN INTERNAL SHORT
TERMED LOAN OF 1916
for Rbls. 2,000,000,000.

THE Public is hereby informed
that the Subscription List to
the above LOAN will be closed
on 26th May, 1916, and not as
heretofore advertised.
The terms are as under:—
The Price of issue is 95%.
The Loan is entirely free of Income Tax
and of other taxations.
The Loan is redeemable at par on 1st
February, 1926, Russian style, without option
for the Russian Government to convert it at
an earlier date.
Coupons are payable half-yearly on the 1st
February and 1st August, Russian style. As
interest on the above Loan runs from 1st/14th
February, the interest accrued on date of
subscription must be taken into considera-
tion and is to be added to the price of issue.
The Russo-Asiatic Bank in Hongkong is
ready to accept applications for the above-
named Loan.
Special favourable rates will be quoted for
Russian exchange.
Payment may also be made in Roubles.
Applications will be wired to Petrograd
free of telegraphic charges and commission.
40% only of the cost of the Bonds may be
paid on application, the balance to be paid
on receipt of the Bonds.
The Bank is also ready to give every
facility to subscribers in the shape of
advances against the scrips.
G. TISDALL,
Manager,
RUSSO-ASIATIC BANK.
Hongkong, 15th May, 1916. [702]

BOARD AND RESIDENCE

IN Large House: convenient situation,
good outlook. Comfortable Rooms,
excellent cuisine. Moderate terms.
Apply—
Care of "Daily Press" Office.
Hongkong, 19th May, 1916. [714]

TO LET.

PREMISES at present occupied by CHS.
J. GAUFF & Co., Alexandra Buildings,
Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators.
[703]

TO LET.

OFFICES, 2nd Floor, St. George's Build-
ings.
Apply to—
SHEWAN, TOMES & Co.
[618]

NOW ON SALE.

THE
DIRECTORY
AND
CHRONICLE
FOR CHINA, JAPAN, ETC.,
FOR THE YEAR
1916.
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DEATH.

SUHR.—At Koochow, on April 12th,
AUGUST SUHR, Chief Quartermaster,
U.S.S. *Albatross*.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 24TH MAY, 1916.

EMPIRE DAY.

THROUGHOUT the British Empire to-day
people of every race and creed among the
four hundred millions who live in domes-
tic peace, justice, and security under the
ample folds of the Union Jack will testify
with pride and gratitude to the fact that
they are members of the most beneficent
political institution that the World has
ever known. Strange to say, it is only
within very recent years that any
organised attempt has been made to
demonstrate the sense of unity, born of a
community of ideas, that is felt by those
who owe allegiance to our KING-EMPEROR.
The increasing enthusiasm with which the
movement is celebrated as each 24th of
May comes round is not due to any
officially-engineered effort; indeed, by the
Imperial Government the movement has
been studiously ignored; it is rather a
spontaneous popular acknowledgment of
the advantages enjoyed under British
rule and an expression of the desire that
the Empire may be consolidated and
strengthened in the future to meet the
problems that confront it and to continue
its great work on behalf of civilization.
There is nothing arrogant or aggressive
in the movement. It is not so much the
pride of possession that we feel now-a-
days as the responsibilities and duties of
stewardship and the dangers that beset
a World-State as well from within as
without. We realise that, in order to be
worthy of the glorious heritage which the
enterprising and courageous patriotism
of our ancestors has bequeathed to us,
we have not merely to defend it against
attack by jealous nations seeking ter-
ritorial aggrandisement; we have also to
administer it in such a way that the many
and varied peoples who dwell within its

borders may be united to us and to one
another in the bonds of affection—the
only bonds as history proves in a nega-
tive way, that are likely to endure. This
is a task to tax the highest statesman-
ship. For the British Empire embraces
peoples of the most diverse types in all
stages of mental and political develop-
ment, from the primitive races of Africa
to the progressive inhabitants of our self-
governing dominions. Happily, we bring
to the solution of the task experience and
sympathy. The knowledge that our ad-
ministrators have gained in India during
the past hundred and fifty years is of
the utmost value in dealing with other
native races, and the lesson which we
learned when we lost our American
Colonies has enabled us to regain the
loyal allegiance of Canada with its im-
portant French element, and of South
Africa with its big Boer population.
That lesson, briefly put, is that govern-
ment by consent is more successful than
government by force.

From being regarded first as a posses-
sion, and not as a part of the State,
and then as a mill-stone round the neck of
the Mother-country, our Colonies and
Dependencies have come to be recognised
as a source of strength possessing in-
calculable potentialities, and the Secre-
taryship of the Colonies, instead of being
the reward of mediocrity, is now the
ambition of our foremost statesmen.
The Overseas Dominions have readily re-
sponded to the new conception of Im-
perialism, and, although they have now
attained to adolescence and no longer
need the fostering care of infancy, they
realise that their future greatness, like
their past and present security, is best
assured by inclusion in the Empire. Thus
refuting Turgot's well-known remark
that "Colonies are like fruit, which
clings only till it ripens." Given the
evident desire for closer union, is there
not every reason to believe that the
genius of our race will be able to devise
means for carrying it into effect? An
excellent start has been made by means of
the Imperial Conferences that are held
at stated intervals. Though at present
their functions are merely consultative
and advisory, they have done good ser-
vice in bringing about a frank and free
interchange of views leading to a closer
understanding. From this humble begin-
ning the goal of Imperial Federation
may in due course be reached. A happy
augury is furnished by the eagerness
which all races and creeds within the
Empire have shown to make sacrifices on
behalf of the common cause in this hour
of trial, and by the rapidly growing re-
cognition of the advantage of rendering
the Empire as far as possible self-sup-
porting in the future by fostering inter-
Imperial trade. That, indeed, is one of
the bright facts which illumine the dark
chapter of history that has been written
in blood during the past twenty months.

A mail for Europe and Siberia closes
to-morrow at noon.

The death has occurred of Major-
General Hugh Jones-Vaughan, C.B.,
formerly General—Commanding the
Straits Settlements Division, D.S.O.

His lordship Bishop Pozzoni informs
us that, owing to the inspection of the
Boy Scouts and Girl Guides by H.E. the
Governor, at 10.30 a.m. to-day, the Em-
pire Day Service at the Roman Catholic
Cathedral will be at 9 a.m.

Mr. J. D. Gamis, the retiring captain
of the Shanghai Lawn Bowls Club, has
been presented by the members with a
handsome silver cigar and cigarette box
as a mark of esteem on the occasion of
his departure from the settlement on
home leave.

H.E. the Governor has approved of
the giving of a free scholarship annually
for one year to the head boy or girl in
each class in the Kowloon British school
and the Victoria British school.

In aid of the War charities, an enter-
tainment will be given by the Queen's
College Amateur Dramatic Association
on Thursday, Friday, and Saturday next
at 7.30 p.m. H.E. the Governor hopes to
be able to be present on Friday evening.

Mr. J. J. Bryan, the hon. correspond-
ing secretary of the Overseas Club, has
received the following letter, from Mr.
E. Wrench, the hon. secretary and
organiser in London:—Heartiest con-
gratulations on having collected £156,
which we have duly received through the
Hongkong and Shanghai Banking Cor-
poration, for the purpose of upkeeping
beds in one of the Red Cross Hospitals.
As Netley Hospital is now full, at the
request of the British Red Cross Society
all the money we are now receiving is
being allocated to the maintenance of
beds in the Red Cross Hospital at Giza,
Cairo. The cost of maintaining a bed at
this hospital is £23 for a period of six
months.

Senor Anibal Puccio, who has just come
to Hongkong to take up the duties of
Peruvian Consul in succession to Senor
Cavero, recently appointed to New
Orleans, is a staunch friend of the Allies.
For the past two years he has been the
representative of Peru in Glasgow, a
position of considerable importance in
view of the steadily growing trade
between the Clyde and the South American
Republic. After relinquishing this
post he had three months' leave of
absence, which were spent in his own
country, and he comes to this Colony
direct from his native city of Lima.
There is a large and wealthy Chinese
community in Peru, and although the
further emigration of Chinese to that
Republic is prohibited there is, of
course, still a good deal of traffic between
the two countries. Senor Puccio, with
his wife and family, has taken up his re-
sidence at "Kingsclere."

MISSING FLOUR.

A PECULIAR STORY TOLD AT
CRIMINAL SESSIONS.

Four Chinese were charged at the
Criminal Sessions yesterday with receiv-
ing 130 bags of flour, the property of
the Kowloon Wharf and Godown Com-
pany, well knowing them to have been
stolen. On behalf of the accused Mr. F.
C. Jenkin (instructed by Mr. C. F.
Mason) pleaded not guilty.

Mr. G. N. Orme prosecuted on behalf
of the Crown.

The following jury were empanelled:—
Messrs. J. H. Barr (foreman), O. H.
Ritter, A. H. da Silva, E. Ezra, W.
Anderson, F. H. Farne, and D. S. Edlin.

Mr. Orme explained that the events
connected with the charge took place on
April 9th. At 10 a.m. on this day the
watchman on duty at the West Point
godowns saw coolies removing bags of
flour from godown No. 4. A Chinaman
was at that time in charge of the godown.
The suspicions of the watchman were
aroused by the fact that no one was
with the coolies representing the firm
which was taking the flour over. The
watchman spoke to the godown keeper,
but his suspicions apparently not being
allayed, he followed the coolies and saw
that the flour was being taken to a sam-
pan. The flour was then conveyed to the
Saigon wharf, where it was met by one
of the prisoners and conveyed by coolies
to a shop, the Chee On Wing, in Des
Vœux Road West. Subsequently the
watchman and a policeman went to the
shop, and here they found two of the
prisoners who were superintending the
transfer of the flour to other bags. Mr.
Orme mentioned that the shop referred
to had endeavoured to purchase some
of the flour, but on the day the flour was
removed no purchase had been decided.
Evidence was then called, and subse-
quently the hearing was adjourned till
to-morrow.

A certain amount of "peace insurance"
has been accepted by London under-
writers recently. The rate covering the
"risk" of peace not being declared by
the end of the present year is now 70
per cent. (says the *L. and C. Express*),
which indicates that in underwriters'
opinion the odds are seven to three
against peace being declared by Dec. 31.
On the other hand, the risk of peace not
being declared by June 30, 1917, is ac-
cepted at 40 per cent., indicating that the
odds are considered to be six to four on
peace within 14 months.

THE WAR.

GREAT BATTLE AT VERDUN.

HUGE GERMAN LOSSES.

BRITISH TRENCHES PENETRATED.

GERMANY'S ECONOMIC EXHAUSTION.

MORE VESSELS SUNK.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

TERRIBLE BATTLE AT VERDUN.

GERMAN'S FUTILE ATTACKS TO SECURE DECISION.

PARIS, May 22nd.
1.30 p.m.

A semi-official communication speaks of yesterday's "terrible battle" as the greatest since April 9th. The enemy employed no fewer than five divisions on a front of seven miles, calculating that the shock would be sufficient to secure a decision. But after extraordinarily stubborn fighting the whole day, not only was the French line unbroken, but their counter-attacks resulted in the capture of tactical German positions.

FRUITLESS GERMAN COUNTER-ATTACKS.

PARIS, May 22nd.
6.40 p.m.

The most desperate battle is proceeding at Verdun.

A communiqué states that infantry actions have continued west of the Meuse. French bombers at Avocourt Wood gained successes and occupied several block-houses. The struggle is particularly desperate in the region westward of Dead-man Hill, where several German attempts to extend their progress were defeated by our curtain of fire and machine-guns. Then the French attacked, recapturing part of the ground lost during Saturday night.

The Germans, east of the Meuse, made counter-attacks on Haudremont and the Quarries which they captured yesterday. All the attacks were defeated, resulting in the heaviest German losses, while the French on the outskirts of Vaux, carried to-day a German trench.

The Germans in Champagne discharged poison gas in the Souain and Sommepey zone, but the wind immediately changed and the clouds of gas enveloped the German trenches.

SUCCESSFUL SURPRISE ATTACK.

PARIS, May 23rd.
3.25 a.m.

A successful surprise attack in Bouchot Wood, on the heights of the Meuse, cleared the German trenches for a length of 200 metres. We also captured prisoners.

Our batteries in Argonne vigorously bombarded Nantillois, Montfaucon and Cheppy Wood. A French aeroplane pursued and overtook a German machine which was returning from bombarding Dunkirk and felled it north-east of Cassel. Two enemy aeroplanes were felled in a fight in Alsace.

GERMAN TRENCHES OCCUPIED.

Left of the Meuse we have continued to progress. South of Hill 287 we forced the enemy to evacuate a small work which he had occupied since the 16th. Our counter-attacks west of Morhommé drove the enemy from some new trenches he had occupied. Our infantry, on the right of the Meuse, after powerful artillery preparation, assaulted German positions on a front of two kilometres from the west of Thiaumont farm to the east of Douaumont fort. Our troops, as a result of the attack, carried German trenches and penetrated Douaumont fort of which the enemy still holds the northern part. Numerous prisoners remained in our hands.

[THROUGH REUTER'S AGENCY.]

TREMENDOUS SLAUGHTER OF GERMANS.

PARIS, May 23rd.
8.15 p.m.

A semi-official communiqué states that there was a tremendous slaughter of Germans in yesterday's battle, wave after wave of infantry being pitilessly mown down. "Shock columns" followed these waves, but gusts of artillery drove them back to their trenches with bloody losses and in great confusion. While the enemy were wasting their strength on the left bank the French made assaults on the right bank, which remains the principal battlefield. The French also gained important ground on the Douaumont Plateau.

ENEMY NO NEARER OBJECTIVE.

The Times' correspondent at Paris, summing up the continuous and bloody fighting at Verdun since Saturday afternoon, says that Hill 298 of Morhommé is no longer completely in French hands. The summit is now swept by the artillery of both sides. The price paid by the Germans for this success on a small portion of the front attacked is enormous, and does not bring the enemy nearer to the achievement of the objective with which he started on February 22nd.

The assault was carried out with eight successive waves of infantry at intervals of fifty yards. The whole of a Bavarian Brigade participated. They were caught by the machine-guns and lost forty per cent of their effectives before they got to grips with the French infantry. After this there was bayonet and bomb fighting which cost the enemy dearly.

It is estimated that seventy five per cent of the assailants were killed or wounded. The artillery preparation for the assault culminated on Saturday afternoon, a concentration of sixty batteries on the south-western and north-eastern slopes of Morhommé obliterating the first French line. The enemy's assaulting columns, as is now his custom, were preceded by a skirmishing reconnaissance consisting of Officers, Non-Coms. and volunteers. The enemy's possession of trenches has not disturbed the fighting, which continues in the most fierce manner.

AIR FIGHTS AT VERDUN.

GERMAN LOSSES.

PARIS, May 22nd.
5.30 p.m.

A communiqué states:—French aeroplanes at Verdun attacked German captive balloons and six fell to the ground ablaze. There have also been air combats in which three German aeroplanes fell. French bombarding air-squadrons successfully attacked railway stations in the regions of Metz and Roye. They also dropped bombs on two munitions depots and bivouacs between Thirville and Metz and attacked the Headquarters establishment. Two French aeroplanes also dropped bombs on German railway lines northward of Verdun.

FROM MACEDONIA TO FRANCE.

Deserters who have arrived at Salonika confirm the departure of most of the German troops on the Græco-Serbian frontier for France.

[THROUGH REUTER'S AGENCY.]

BRITISH TRENCHES PENETRATED.

SEVERE GERMAN ATTACK.

LONDON, May 23rd.

General Sir Douglas Haig, in a communiqué, states:—After a heavy bombardment all yesterday, which was most intense in the afternoon, the enemy attacked our positions at the north end of Vimy Ridge and penetrated the front line of trenches on a front of 1,500 yards and to a depth varying from 100 to 300 yards.

Our artillery to-day heavily bombarded the German positions.

We sprang mines at Rocquencourt, Hohenzollern and the Quarries. There has also been mining activity at Nouville and Fleubraix. Both artilleries have been active opposite Lens and east of Ypres. We obtained direct hits on an enemy battery east of Blairville. Enemy aeroplanes were active yesterday. Many were engaged and driven off. One of our reconnaissance machines was forced to land in the enemy lines.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FURIOUS AUSTRIAN OFFENSIVE STEMMED.

AN IMMENSE EFFORT.

ROME, May 22nd.

It is semi-officially announced that on the 15th inst. there were on the Italian front thirty-eight Austrian divisions drawn from Galicia and the Balkans, and some were new formations. Sixteen divisions of the best troops were intended for an offensive on the sector between the Adige and Brenta.

The Austrians had also massed in Trentino their heaviest artillery taken from the Russian front.

Thus it is evident that the Austrians launched an immense effort against our front, but our brave army stems the furious offensive and is most confident in the final outcome.

FIERCE ENEMY ONSLAUGHT.

REPULSED WITH GREAT SLAUGHTER.

ROME, May 23rd.

A communiqué states:—There have been minor actions in the Tonale and Adamello zones, and weak enemy attacks between Garda and the Adige. There was a fierce enemy onslaught on the left bank of the Adige, but this was repulsed with great slaughter. The Austrians, supported by numerous powerful guns, have continued successive attacks between Astico, Brenta and the Sugana valley.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE RUSSIAN SWEEP IN ASIA MINOR.

TEUTONS ASSISTING THE TURKS.

LONDON, May 22nd.

A telegram from Bucharest dated the 16th inst. states:—Four thousand German troops are expected in Bagdad in June. Twelve thousand Austrians are already there.

The Turks are weakening their defences at Constantinople and are sending all possible reinforcements to Asia Minor, concentrating a large force at Marash, three days to the north-east of Alexandria.

GERMAN ATTACKS REPULSED.

PETROGRAD, May 23rd.

A communiqué mentions the repulse of German attacks north of Lake Naroz and north-west of Czortorysk. Elsewhere, from the Gulf of Riga to the Rumanian frontier, there have been only fusillades.

80,000 GERMAN TROOPS FOR RUSSIAN FRONT.

ZURICH, May 23rd.

Recently 80,000 German troops have been sent to the Russian front to replace the Austrians who were sent to London.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

MORE GERMAN STEAMERS TORPEDOED.

COPENHAGEN, May 23rd.

Russian submarines have sunk three more large German steamers in the Baltic.

PETROGRAD, May 23rd.

A communiqué confirms the sinking of three German steamers in the Baltic by a Russian submarine.

SUBMARINE WARFARE.

SEVERAL VESSELS SUNK.

LONDON, May 23rd.

The Italian sailing vessel *Santa Andrea* has been sunk.

The Swedish steamer *Rosalind* has been mined at Stockholm.

The crew were saved. The Greek steamer *Anastasia Coronos*, and the Italian steamer *Birmania* have been sunk.

MARSEILLES, May 23rd.

A German submarine sank the steamer *Languedoc* on Saturday in the Mediterranean.

The crew were saved, but the Captain was taken prisoner because he resisted attack.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

FIGHTING ON THE TIGRIS.

REPORT FROM GENERAL LAKE.

LONDON, May 22nd.

General Lake reports that the south bank of the Tigris is clear of the enemy as far as Shatt-el-Bai, which river joins the Tigris opposite Kut. Except for small rearguards covering the bridge over the Sai, some 5,000 yards from its junction with the Tigris, the British main force has reached the line from Mogas to Dujailah, which is about two miles inside the Esinn positions. The enemy on the north bank are still occupying Samarra. The temperature is over a hundred in the shade.

GENERAL.

[THROUGH REUTER'S AGENCY.]

MESOPOTAMIA MATTERS.

PAPERS TO BE PUBLISHED.

LONDON, May 23rd.

In the House of Lords, Lord Islington announced that the papers giving General Townshend's representations to General Nixon will be published in a few days. The papers regarding the operations in Mesopotamia have entailed considerable correspondence with the Raj and the departments concerned. Steps were being taken to accelerate their preparation, but the precise date could not be given at present. He asked for notice of the question whether the papers would include the private telegrams which had passed between the Viceroy of India and Mr. Austen Chamberlain, the Secretary for India.

GENERAL TOWNSHEND.

TAKEN TO ISLAND IN SEA OF MARMORA.

LONDON, May 22nd.

It is officially announced that the American Ambassador at Constantinople announces that Major-General Townshend and staff go to the Island of Prinkipo, and will be allowed full liberty.

Most of the officers and men of his Division who were captured are still at Kut and Bagdad, where there are ample medical stores.

[Prinkipo is one of the largest of the group of nine islands, called the Princes' Islands, in the Sea of Marmora, 13 miles south of Constantinople, near the coast of Asia Minor.]

TREATMENT OF BRITISH PRISONERS IN GERMANY.

LORD ROBERT CECIL'S STATEMENT.

LONDON, May 22nd.

In the House of Commons Lord Robert Cecil said the treatment of British prisoners in Germany had improved, except at some of the industrial establishments. He assured the House that the Government had not been lost sight of, but the Government were anxious to avoid these if possible.

[THROUGH REUTER'S AGENCY.]

THE IRISH COMMISSION.

DISCLOSURES OF FORMER VICEROY.

LONDON, May 22nd.

Lord Wimborne, until lately Viceroy of Ireland, giving evidence before the Irish Commission, emphasised that the doctrine had been established of the complete irresponsibility of the Lord Lieutenant. He had pointed out to Sir Matthew Nathan (Under-Secretary), the absurdity of having to rely upon newspapers for his knowledge of current administration. He obtained a partial insight after repeated representations, and afterwards received daily reports. He dealt with his tour in the south of Ireland and the west of Ireland, and said that everywhere the Sinnfein movement was belittled. Lord Wimborne said that he imagined that the charges against the Irish Government would be those of supine blindness and irresolution in dealing with the Sinnfein movement. He had often formed independent and divergent views from those of the Irish Executive. He pressed the War Office to the effect that another division of troops should be trained in Ireland, but it was objected that this would delay sending the troops to the front. Lord Wimborne added that he suggested that the Sinnfeiners should be deported or interned, but Sir Edward Carson, as Attorney-General, considered deportation an extreme interpretation of the Defence of the Realm Act.

Lord Wimborne declared that he strongly urged the arrest of the Sinnfeiners, and wrote to Mr. A. Birrell when the outbreak occurred: "The worst has happened. If only we had arrested the leaders last night as I wanted it might have been averted." He said that he also brought his anxieties about Ireland before the other Cabinet Ministers.

MORE IRISH REBELS SENTENCED.

LONDON, May 22nd.

There have been nine more Court Martial sentences in Ireland, including one death sentence at Dublin and another at Wexford. These have now been commuted to ten years and five years penal servitude. The other sentences vary, after commutations, from one to ten years, and they include two at Dublin and five in Galway.

MR. ASQUITH AND IRELAND STATEMENT ON THURSDAY.

LONDON, May 23rd.

Mr. Asquith held some informal consultations last night, those attending including Mr. Lloyd George and Mr. John Redmond.

It is announced that Mr. Asquith will not make his statement regarding Ireland till Thursday. Meanwhile, he will continue his consultations, and the Cabinet will review the situation.

WOMEN ON THE LAND.

A WARNING TO FARMERS.

LONDON, May 23rd.

In the House of Commons, Mr. Acland, speaking on the agricultural estimates, warned farmers that they must not be prejudiced against women working on the land. The danger point had been reached as regards the agricultural labour position. He affirmed that 250 fishing vessels and 500 lives had been lost or were in the hands of the enemy, but fishing proceeded regularly. (Cheers.)

COLONEL HALL WALKER.

UNOPPOSED RETURN TO COMMONS.

LONDON, May 23rd.

Colonel Hall Walker has been re-elected unopposed to the Widnes division of Lancashire. This was necessitated by the gift of his racing studs to the Government for war purposes.

PRINCE OF WALES.

LONDON, May 23rd.

The Prince of Wales has returned from the front.

[THROUGH REUTER'S AGENCY.]

GERMANY'S ECONOMIC EXHAUSTION.

SIGNIFICANT DEVELOPMENTS.

AMSTERDAM, May 22nd.

The German newspapers state that a new scheme for organising the food supply, which the Bundesrath has been discussing, empowers the Chancellor to seize and distribute all foodstuffs, fodder and their raw materials and to fix the sale price.

The authorities in the different States are obliged to obey the Chancellor's instructions.

According to the *Berliner Tageblatt*, Herr Bottocki, President of the Ministry of East Prussia, becomes Foodstuffs Dictator.

AMSTERDAM, May 23rd.

It is announced in Berlin that the Federal Council has authorised the Chancellor to establish a new board called the "War-Feeding Office," which will be empowered to seize all foodstuffs, fodder and their raw materials in the Empire, and to regulate their sale and consumption. Herr Bottocki has been appointed President of the Board.

WITH GENERAL SMUTS.

FIGHTING IN LAND OF SURPRISING BEAUTY.

LONDON, May 23rd.

Reuters' special correspondent with General Smuts says that the campaigning is in a land of surprising beauty, with snow-cooled torrents, and deep, dark forests dominated by the mountain of Kilimanjaro, which the natives worship as a fetish. The land is infested by lions, leopards and other big game, so much so that a cockney chauffeur complained that it was "a blooming zoo where the animals were not locked up at night."

Round Moshie are the great German coffee and rubber plantations. Most of the trade is in the hands of Greeks or Indians. All the German houses are loopholed, testifying to the grim relations existing between the natives and the Germans colonists.

The correspondent states that had the enveloping movement in the advance on Moshie been quicker, a great capture would have been made, but the densely wooded country delayed the operations, and General Van de Venster, who was to have enveloped the enemy's left, was held up by a crocodile-infested river and so was unable to intercept the enemy.

NEW GERMAN FINANCE MINISTER.

AMSTERDAM, May 22nd.

Count Roeder, Secretary for Alsace-Lorraine, succeeds Dr. Helfferich as Minister of Finance.

Dr. Helfferich has been appointed Minister of the Interior and Deputy Imperial Chancellor.

INDIA'S HOARDED WEALTH.

SHOULD BE TAPPED FOR LOAN PURPOSES.

LONDON, May 22nd.

Professor Foxwell, in a lecture before the Royal Institution on "The Finance of the War," said that he could not understand why we had not tried to tap the large hoards in India for loan purposes.

THE PORTUGUESE PARLIAMENT.

LISBON, May 22nd.

Parliament has been prorogued till December 2nd.

NEW PRINCIPAL OF EDINBURGH UNIVERSITY.

LONDON, May 23rd.

Sir James Ewing has been appointed principal of Edinburgh University.

DOUBLE MURDER IN SHANGHAI.

SUPPOSED POLITICAL MOTIVE.

Two Chinese—one of whom is believed to have been the notorious Chen Chi-mei, a man prominently connected with the rebellion of 1911, when he was military Governor of Shanghai—were assassinated and three others wounded in the Rue Chapais, French Concession, Shanghai, on the evening of the 18th inst. Shortly before six o'clock a motor car, containing seven or eight Chinese of good appearance, drove up to the entrance to the house. Very shortly afterwards (says the *W. O. Daily News*) the reports of a number of revolver shots were heard by passers-by and also some shouts. Almost immediately the Chinese were seen running out of the house. The chauffeur, who, hearing the noise, had apparently become frightened, took to his heels and bolted, while his erstwhile passengers, unable to make use of the automobile, dispersed and ran off in different directions. One man, however, was caught and held by a passer-by until the arrival of a French police officer, who took him in charge. A second prisoner was arrested later. The motive for the crime, so far as the information goes, is clearly political.

THE WORLD AT WAR. COALITION CONTRASTS OF 1800 AND 1816.

The publication by the Historical Manuscripts Commission of letters from the Dromore papers for the three years 1807-9 is of particular interest at present, first in that they throw more light on that other Coalition Government which was misnamed the "Ministry of All the Talents," and secondly in the circumstances of the time, writes Mr. A. P. Nicholson in the *Daily News and Leader*. The volume is ably edited by Mr. W. Fitzpatrick, who contributes an historical introduction.

Lord Grenville's brief Administration came into being after the Battle of Austerlitz, and the death of Pitt, early in 1806. Then, as now, the world was at war on a colossal scale. But the points of difference between the Coalition Government of that day and that which we have had for the last nine months are of more interest than any resemblance, which indeed is hard to find. They fell (March, 1807) through the opposition of George III. to their Bill to enable Roman Catholics to serve in the Army—a strange quarrel, it seems to us in these days when so many of our Roman Catholics are fighting for King and country on the battlefields of the world.

A RECORD OF FAILURE.
They were succeeded during the rest of the war by Tory Governments—the first under the Duke of Portland, and how much success attended the Tory efforts is indicated in Mr. Fitzpatrick's summary of the position at the close of 1809—

From a national point of view the year ended in gloom. Notwithstanding some Colonial conquests of no very great importance, and Lord Cochrane's brilliant exploit at Basque Roads, its annals on the whole were a record of disastrous failure and waste of resources abroad; of weakness, dissension, and scandalous corruption in the conduct of affairs at home; of a tendency to decline in commerce and industry, which boded ill for the immediate future; and of increasing discontent in large sections of the population throughout the three kingdoms. Never, perhaps, before had the monarchy been in greater need of a strong, wise, and comprehensive Government, which should unite all its subjects in its defence.

The Coalition Ministry, at the opening of the year 1807, was to outward seeming, established. It had hitherto surmounted the dangers and difficulties which beset it from the beginning. Moderation in pursuing its avowed policy of military and economical reform, and religious toleration; an evident desire to consult as far as possible his wishes and even his prejudices; and no doubt, the presence of Lord Sidmouth in the Cabinet had, to some extent, at least, disarmed the fears and dislikes of the King and baffled hostile influences immediately surrounding him, which were used by a weak but unscrupulous Opposition to procure its own return to office.

But there were elements of weakness. The mutual esteem and friendship between Fox and Grenville may be paralleled by the esteem which with closer knowledge and association appears to have developed between several of the Liberal and Unionist Ministers now serving together; and the patriotic indignation among the great body of their followers to assert individual partialities and distrusts in order to unite the national forces against external peril, was a significant feature of the House of Commons during the first six months of the present Coalition. Whether this will be permanently altered by the so-called "ginger groups," aided by some newspaper cabals, remains to be seen.

A GENERAL ELECTION.
In the case of Lord Grenville's Administration, the popular favour which welcomed their formation was strikingly confirmed in the autumn of 1806 by a General Election which greatly enlarged their majority in the House of Commons, and strengthened their authority in the House of Lords. If a General Election became inevitable before the end of the present war, here, too, is matter for thought.

But between Mr. Asquith and Lord Grenville there is a very notable contrast. The latter was conscious of his deficiencies in the management of men—one of the businesses of government in which Mr. Asquith has shown himself pre-eminent. Writing early in 1807 to Lord Buckingham during one of those almost morbid fits of despondency into which the anxieties and responsibilities of high office frequently plunged him, Lord Grenville made the following frank confession:

I want one great and essential quality for my station, and every hour increases the difficulty. I can still, and could still for a few years, as long as my eyesight is spared to me, labour at my desk; but I am not competent to the management of men. I never was so naturally, and toil and anxiety more and more unfit me for it.

LORD GRENVILLE AND MR. ASQUITH.
As Speaker of the House of Commons, an office which, like that of the Prime Minister, supposes "competence to the management of men," he had been conspicuously failures, and the stimulating breath of a popular assembly, instead of inspiring and bracing, seemed to paralyse his faculties. Lord Grenville lacked all those arts in the management of a difficult team, or of a political situation disruptive to the national forces—those arts of statecraft which Mr. Asquith has so often displayed, and for which he has often been abused by the ignorant, who conceive that the business of government is as simple as selling goods over a counter, or the issue of orders by drill sergeant. Moreover, for commanding ability, cool judgment, and genial qualities Grenville relied on Fox, who, indeed, seems to have combined some of the diverse personal qualities of Mr. Asquith and Mr. Lloyd George. Grenville's sense of personal inefficiency threw him back on the death of Fox into his old habit of relying for counsel or support on the more ambitious spirit and stronger will of Lord Buckingham, whose interested aims, jealousies, and freaks of temper, as Mr. Fitzpatrick points out, made him a very unsafe guide.

If we are to seek for personal analogies, we might even find something of Mr. Churchill in Lord Buckingham. (Continued on next column.)

WHAT IS A BLOCKADE FOR? NEUTRAL'S REPLY TO GERMAN WHIMPERING.

Assuming that Great Britain is maintaining a genuine blockade against trade with Germany, says the New York *Journal of Commerce*, and seeking to make it effective, the cries against it that are raised in Germany from official and unofficial sources have a feminine and childish tone that seems unbecoming to the Teutonic spirit. "England's starvation war on German women and children," is said to be the phrase of the hour in Germany. The *Review of Military Events* at Berlin speaks of the "humanitarian war" as "the meanest and most inhuman of their means of war," and the purpose of "cutting us off still more thoroughly than ever from all imports" is called a "devilish plan" which will "shatter against the iron will of the German nation." The *Local Anzeiger* calls it "England's Murder Ideal," and speaks of it as "our justification of the submarine war on England." Against it, this organ of German opinion says, "we can only quietly repeat that we make use of the U-boat in order that our women and children may not fall victims to death by starvation with which we are so unblushingly threatened."

LONG RECOGNIZED DEVICE.
Many more utterances in the same tone might be quoted. This raises the question, what a blockade is supposed to be for. It has long been a recognized means of bringing pressure upon a nation at war, by any antagonist able to command the necessary force, by cutting off supplies as a means of bringing it to terms. It is directed against the hostile, and armed nation as a military weapon of the greatest potency. Its purpose has always been recognized, and to be effective, it must be as complete as it can be made. It is directed against the power of the enemy nation, not against its army or its non-combatant population especially. To talk about its being aimed at women and children and being murder by starvation is little short of silly. The nation at war is responsible for its own women and children in such a case. It has either brought them into the peril that comes from such warfare, or they have been forced into it as one of the chances of any war. Siege and blockade are not expected to be discriminating, or considerate. Any nation can save its women and children by succumbing to the pressure, or it can rely upon its "iron will" to shatter the blockading force, and let the women and children suffer.

It is not necessary to recall the history of other wars to remind us what blockade means and what it is intended to accomplish. It may perhaps be worth while to imagine what Germany would be likely to do with such a weapon if she were in a position to use it against her enemies. Her tenderness for her women and children may be readily inferred from the experience a year ago of Belgium and a long strip of the territory of France. The outcry is also suggestive of what has been done and is still being done by German submarines and their consideration for women and children. That is loudly defended just now as a reprisal for the blockade and as a weapon of defence against it. But the blockade is used against an enemy nation and its people, and it affects nobody else. Women and children are endangered by it except those for whose safety or whose peril that nation is responsible. It interferes with the trade of others and may cause them loss, for which reparation may be made if the trade was not intended to aid the blockaded enemy; but it is not directed against the lives of citizens of nations which are not involved in the war.

NO PARALLEL IN SUBMARINING.
There is no logic or reason in making the indiscriminate use of the submarine torpedo-boat upon merchant vessels on the seas a reprisal for blockade. They stand upon very different ground and their conduct is judged upon different principles. The submarine may properly be used to fight England as a weapon against her naval power. It may be used not only to cope with her naval vessels but to prevent her from getting supplies or assistance of any kind from her allies or from neutral sources, if it can be done without perpetrating wrongs which are contrary to all rules of war and of humanity. It may do all this to starve the women and children of the enemy of the nation to which it belongs by keeping supplies from them, and thereby forcing that enemy to yield to superior power, provided it can be accomplished without violation of established rights of others. It cannot attack merchant vessels carrying cargoes and passengers without warning or sink them without saving lives or allowing women and children to be rescued. A merchant vessel on the sea is not a part of the action against which war is being waged. It may not belong to that nation at all. Its human contents, as well as the property it carries, may belong to a neutral and peaceful nation and may have the right of immunity from such peril. The nation to which they belong is bound to protect them and to assist that danger of lawless attack.

RUSSIAN PIRACY.
There is no resemblance in principle or practice between establishing a blockade to keep supplies away from an enemy nation as a means of weakening it, even though its non-combatant population suffer privation to the point of starvation, and conducting lawless attacks upon seagoing merchant vessels and destroying the lives of those who are not only non-combatants but do not belong at all to the enemy nation. Neutral nations are concerned with the blockade only as it interferes with their trade, and any wrong done may be compensated. They are concerned with the use of submarines as aimed at them as well as at enemies and as destroying lives for which no reparation can be made and for which no enemy of the assailant is responsible. The British blockade, admitting it to be real and effective, is serving its legitimate purpose. The German submarine is engaged in ruthless piracy.

But such parallels may easily be pushed too far, though it is interesting to note that the Cabinet of 1806-7, though they had little success in the conduct of the war, possessed one virtue which our quidnuncs deem essential to such success, that they were comparatively small in number.

GERMAN CRUELTY TO PRISONERS.

THE CASE OF PRIVATE TULLEY.

In the House of Commons last month Captain Douglas Hall (Isle of Wight, U.) asked the Home Secretary whether Private A. C. Tulley, No. 14,071, Royal Marines, with 10 years' service, died at the Barrack Hospital, Millbank, recently weighing only 105 lbs., whether this man went out to Antwerp, weighing about 150 lbs., and was there taken prisoner by the Germans; was confined at Döberitz, and, according to statements received, was starved, ill-used, and knocked about, and finally sent back to England about the middle of February in a dying condition to the Millbank Hospital, where he died within a fortnight of his reception.

Mr. Herbert Samuel said:—I have made inquiry and am informed that the statements in the question are substantially correct, but there is no record of death. It appears from his statements that he was confined in the camp at Döberitz, and that after working in the wet he had no means of drying his clothes and could get no underclothes. The men were covered with lice.

In July, 1915, he got rheumatic fever through going on daily fatigue duty, getting wet through, and having no change. He was sent to hospital, and after five weeks was convalescent, and was sent to another camp called Dyrz, about seven kilometres from Döberitz. He had to carry all his kit on the march, and broke down and was never well after that. A little later he was put into hospital at Döberitz, where he had no treatment at all and had to depend upon an English prisoner, one of the patients. They had no drugs. When he arrived in this country he was in an advanced stage of consumption and extremely emaciated, and he died in hospital a fortnight after his arrival. The Medical Board, who reported upon his condition, stated that it was due to exposure and insufficient food and clothing while a prisoner in Germany. (Cries of "Shame.") Tulley himself stated that the conditions in the camp had much improved before he left it, and other reports confirm this. This improvement seems to have resulted from the efforts of the American Ambassador. There is no record of any other prisoners of war released from Döberitz Camp having died since their return to this country.

THE WITTENBERG CRIME.

LORD R. CECIL ON GERMAN BRUTALITY.

In reply to a question by Mr. Malcolm, who asked him whether any, and, if so, what, efforts were made by his Majesty's Government to secure an independent medical inspection of the prisoner camp at Wittenberg during the many months that this camp remained unvisited, owing to the prevalence of typhus, by the American Ambassador in Berlin or by any of his staff.

Lord R. Cecil states:—The Germans pointed out a kind of communication either by letter or orally as to the condition of Wittenberg during the months in question, and the Government had, I need not say, no suspicion of the horrors that were going on there, or of the gross and criminal cowardice of the German medical staff in abandoning their duties to those under their charge. Neither our Allies, whose prisoners in the camp were far more numerous than ours, nor we demanded independent medical examination of the camp, and on behalf of the Government I can only express profound regret that we no longer estimated the brutality of our enemies. It is only right to say that we have no reason to suppose that other typhus-infected camps in Germany were treated in the same way.

RUSSIAN INVASION OF EAST PRUSSIA.

GERMAN CONTRADICTION OF ALLEGED ATROCITIES.

At the time that evidence of the atrocities committed by the Germans in Belgium began to convince a world at first incredulous of such horrors in the twentieth century, an endeavour was made by German apologists to show that the Russians behaved with at least equal barbarity in their invasion of East Prussia. At the same time, in view of the small extent of German territory invaded, everybody from the German Emperor downwards laboured to falsify the history of the Russian invasion of East Prussia. Recently, however, an Evangelical periodical, the *Christliche Welt*, innocently told some of the truth. The Censor intervened too late, and the publication of the offending issue only called attention to its original contents. Both from Switzerland and from Norway copies of Church newspapers have been received in London which reproduce the original statements deleted by the German Censor. Referring to the first Russian invasion, the German writers said:—

"The country seemed to the Russians to have fallen an easy prey and seemed to them a secure possession, like an annexed province. Partly owing to this feeling, but certainly owing also to the serious desire at the beginning to conduct the war with humanity and discipline, there was no devastation or plundering, and there were no atrocities with a few isolated exceptions, which, of course, could not be avoided when such masses were thrown together, but the number and circumstances of which were afterwards enormously exaggerated. The incidents being described as though they were general."

It is added that by far the greater amount of trouble was caused by the flight and behaviour of the damage done by the Russians. In some districts which were not devastated no damage whatever was done by the Russians during their occupation. Of 400 clergy only 100 remained at their posts.

(Continued on next column.)

SHIP'S ESCAPE FROM A SUBMARINE.

CAPTAIN'S PLUCKY FIGHT.

The story of a British merchant vessel's escape from a German submarine which attacked her by gunfire without warning is told in the following report from Captain Alban Chittenden, master of the steamship *Duenden*, who, by his judgment, pluck, and skill, succeeded in saving his ship, though she was hit nine times by the enemy's shells.

On Saturday, March 25th, at 5 p.m., we observed a Scandinavian barque lying hove to, distant about five miles, under two lower topsails with the main topsail to the mast. In consultation with the chief officer, John Blacklock, we thought it very strange, fearing that a submarine might be lying on the other side of her; so we kept a good look-out, keeping away two points from the barque. Our course was north 83 east, true, speed 10.5 knots. At 8.40 p.m. we heard a shot, which dropped about four ships' length astern of us. We then sighted a submarine which opened fire on the starboard quarter at a distance of about three miles. We immediately altered the helm so to bring the submarine right aft and sent to the engine-room to put all hands on to the fires, and open the ship out to the utmost. At the same time I instructed the Marconi operator to send out the S.O.S. signal, and giving the position of the ship, which he did, and same was immediately picked up by a shore station; after which the Marconi operator sent out all positions as the course of the ship was changed.

The submarine continued firing from the port and starboard quarters until 6.30 p.m., working us round to the north-east and north in order to keep us in the remaining light in the sky. As the firing in the stokehold became greater, flames came out of the funnel, which made a valuable target for the submarine; consequently we were forced to put the dampers on.

The firing ceased from 6.30 to 6.45 p.m., when we commenced again, the shots falling ahead of the ship on both sides. He continued firing, until 7.25 p.m., which ceased for 10 minutes owing to the weather becoming equally. At 7.35 p.m., the squall clearing, he opened fire on us with shrapnel, working us right round as before to the remaining light in the sky. We kept altering the course to keep the ship out of the light and to bring the sea ahead, which made it very difficult for him to aim accurately.

One of the shrapnel put the wireless apparatus out of order for a time, some of the shot entering the Marconi cabin and bridge-deck house. The firing ceased at 8 p.m. The deck was strewn with shrapnel, and the ship has been hit in several places with small pieces; but, as far as we are at present aware, no serious damage has been done, with the exception that two of the plates on the starboard side have been knocked in rather badly, with some of the first shot. The behaviour of all on board was admirable, and I wish to draw particular attention to the conduct of the chief officer, John Blacklock, and Cadet Fred Binnion, for the very able manner in which they assisted me on the bridge by giving the positions of the submarine as that I could not see the ship; and also to Quartermasters E. Dobbins and T. Taylor.

ALBAN CHITTENDEN, Master.
The *Duenden* is a steel screw steamer of 4,002 tons gross, built at Sunderland in 1904 and owned by the Pacific Steam Navigation Company.

SUSPECTED DUTCH STEAMER

ACCUSATION OF ATTENDING GERMAN WARSHIPS.

An important case was heard in the Prize Court on April 10 when the Crown asked Sir Samuel Evans to condemn as prize of war a Dutch steamer named the *Alvina* on the ground that she was seized on returning from taking a direct part in hostilities and supplying, or attempting to supply, Welsh steam coal from Newport to warships or the naval forces of the enemies of the Crown in violation of her neutrality.

Mr. Bateson, K.C., explained that the *Alvina* was at Tenerife on November 6th, 1914, and the Falkland Islands battle took place on December 8th. Directly after the fight the *Alvina* sailed for Cardiff and left Cardiff when overhauled by Admiral de Robeck, vice-admiral commanding certain forces at sea, and asked why two of his crew had deserted at Tenerife, the captain of the Dutch steamer replied that it was only at Tenerife that he and the crew arrived at the conclusion the probable object of the voyage was to coal German warships. The men who deserted had gone off to the Consulate and given him that information. They said that the supercargo on board the vessel had complete control of the coal, and that he had been constantly sending telegrams to German steamers anchored in the bay and returning with people to inspect her cargo.

Counsel declared there was no precedent, as far as he knew, of a case relating to colliers going to an enemy fleet, and it might be that his lordship would have to lay down some new rule about it. The President: The question is whether this Dutch steamer had not made herself part of the German naval force. Mr. Bateson: You have to pull off the mask in these cases.

The hearing was adjourned.

The results of the second Russian invasion are described as having been much more serious—but, according to the German report, because the Russians desired to do economic injury to the country. Great stress is laid upon the fact, hitherto persistently denied by the Germans—that the Russians carefully respected the churches. The article says:—"It is touching to read so many of the descriptions given by the returning clergy, how they witnessed the anxious expectation, they expressed, when their church towers and churches welcomed them from afar, and how, coming through all the devastation, they found everything in the church peaceful and unharmed."

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[62]

SHIPPING

ARRIVALS.
CHILDAR, Norwegian str., 1,109, H. Niele, 22nd May—Saigon 18th May, Rice.—Thoresen & Co.
CHIPSING, British str., 1,190, W. Hetherington, 23rd May—Tientsin 18th May, General.—Jardine, Matheson & Co.
HONGKONG, British str., 2,059, Willsher, 23rd May—Singapore 10th May, General.—Order.
KARO, Chinese str., 981, O. A. Hay, 22nd May—Saigon 17th May, Rice.—Order.
PORTHOS, French str., 7,337, Lauriol, 23rd May—Shanghai 20th May, General.—Messageries Maritimes.
SATSUKI MARU, Japanese str., 1,290, T. Fumoto, 22nd May—Dairen—Salt and Coal.—Mitsui Bussan Kaisha.
TEKI, Chinese str., 1,071, J. S. Gundersen, 23rd May—Saigon 18th May, Rice.—Order.
YUENSANG, British str., 1,128, W. Messey, 23rd May—Manila 30th May, General.—Jardine, Matheson & Co.

DEPARTURES.
May 23rd.
CASTLEFIELD, British str., for Saigon.
CHENAN, British str., for Shanghai.
GUEPPIER, British str., for Singapore.
PORTHOS, French str., for Saigon.
TOSA MARU, Jap. str., for Kobe.

PASSENGERS.
Per *Karo*, from Saigon, for Hongkong, Capt. Smith.
Per *Yuensang*, from Manila, for Hongkong, Mr. D. H. McDowell, Dr. Rosenbaum, and Mr. B. S. Harrison.

VESSELS EXPECTED.
The str. *Empress of Japan* arrived at Nagasaki on Monday, the 22nd instant, at 7 a.m., left Nagasaki on same day, at 4 p.m., and is due to arrive at Hongkong to-day.
The str. *Empress of Russia* arrived at Nagasaki on the 21st instant, at 3 p.m., left Nagasaki on the 22nd instant, a.m., and arrived at Kobe yesterday morning.
The str. *Empress of Asia* left Vancouver on 18th inst., and is due to arrive here on Wednesday the 7th June.

THE ENGLISH MAIL.
The P. & O. str. *Aganor*, bringing passengers ex *s.s. Khyber* from London, Marseilles and Egypt, is expected to arrive at Hongkong on or about the 28th instant.
ROYAL MAIL S. P. CO.
Our *Marine* from England, is due in Hongkong end of May.
The str. *Lougher Castle* is expected here from New York to-morrow.
The str. *Sharia* from Calcutta left Singapore on the 15th instant, and is expected here to-day.

SHIPPING IN PORT.
STEAMERS.
ALBANA, British str., 2,297, S. B. Betts, 21st May—Penang 11th May, General.—Doddwell & Co.
ANNU, British str., 1,354, Eddy, 22nd May—Shanghai 18th May, General.—Butterfield & Swire.
BUZEN MARU, Japanese str., 1,908, Matsumoto, 14th May—Bakata 7th May, Coal.—Mitsui Bussan Kaisha.
CANADA MARU, Japanese str., T. Suruga, 18th May—Shanghai 13th May, General.—Osaka Shosen Kaisha.
CACIQUE, American str., 4,543, J. E. Miller, 10th May—San Francisco 14th April, General.—Order.
CHENAN, British str., 1,339, P. Speed, 19th May—Bangkok 11th May, Rice and Teak.—Butterfield & Swire.
CHINGCHOW, British str., 1,195, J. S. Doyle, 15th May—Port Paravall 12th May, Lime Stone.—Shevan, Tomes & Co.
CHUYEN, Chinese str., 1,127, W. S. Ross, 15th May—Shanghai 11th May, General.—Order.
DERWENT, British str., 1,952, J. Jenkins, 15th May—Saigon 11th May, Rice.—Order.
GEMENT, British str., 1,387, Jones, 17th May—Wakamatsu 11th May, Coal.—Order.
HAILAN, French str., 339, Alecis, 21st May—Touane 18th May, Sugar.—Order.
HAIYANG, British str., 1,370, A. E. Hodgins, 22nd May—Saigon 18th May, Rice.—Order.
HANAMET, American str., 2,073, J. M. Anderson, 14th May—Saigon 9th May, Rice and General.—Order.
KAORIDATE MARU, Japanese str., 1,983, O. Muranaka, 16th May—Mitsui Bussan Kaisha.
KALGAN, British str., 1,137, Laver, 21st May—Saigon 18th May, Rice.—Butterfield & Swire.
KEIKON MARU, Japanese str., 1,983, Sasaki, 17th May—New York 16th April, Case Oil and General.—Shevan, Tomes & Co.
KUMAKATA MARU, Japanese str., 774, M. Tadokoro, 20th May—Bangkok 12th May, Rice.—Order.
LAEMPS, British str., 1,340, Jenkins, 20th May—Saigon 16th May, Rice.—Order.
LAISANG, British str., 2,294, P. Mooney, 10th May—Calcutta 22nd April, General.—Jardine, Matheson & Co.
LOKSAKO, British str., 976, D. M. Ritchie, 22nd May—Hoihow 20th May, General.—Jardine, Matheson & Co.
MAVE, Norwegian str., 640, Svensen, 13th May—Bangkok 5th May, Rice.—Order.
NAUNSHITT, American str., 1,707, T. K. Wamag, 15th May—Kobe 7th May, General.—Order.
NINOKO, British str., 1,734, McCulloch, 20th May—Saigon 17th May, Rice and Flour.—Butterfield & Swire.
PAMERINE, British str., 2,339, Jones, 22nd May—Freemantle 6th May—Santal Wood.—Order.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.			
1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH
LONDON via SINGAPORE, MALACCA, PENANG, &c.	KAGA MARU	Jap. str.	1
LONDON & BOMBAY via USUAL PORTS OF CALL.	NOVARA	Brit. str.	1
LONDON & BOMBAY via USUAL PORTS OF CALL.	CITY OF LONDON	Brit. str.	1
LONDON & BOMBAY via USUAL PORTS OF CALL.	NAOYA	Brit. str.	1
NEW YORK via PANAMA CANAL.	BLOOMFONTEIN	Brit. str.	1
MARSHALLS via PORTS.	PORTUGO	Brit. str.	1
DELGOA BAY, DURBAN, EAST LONDON, &c.	SURAT	Brit. str.	1
MAURITIUS & SOUTH AFRICAN PORTS.	JENEBIO	Brit. str.	1
VICTORIA & TACOMA via MANILA, &c.	OSAKA MARU	Jap. str.	1
VICTORIA, B.C. & BOMBAY via KENNEL, &c.	KITO MARU	Jap. str.	1
MEXICAN, PANAMA & CHINA PORTS via JAPAN.	CACIQUE	Am. str.	1
SAN FRANCISCO	FLORIDIAN	Am. str.	1
SAN FRANCISCO	SHINTO MARU	Jap. str.	1
SAN FRANCISCO via SHANAI & JAPAN, &c.	DAIKEN MARU	Jap. str.	1
SAN FRANCISCO via MANILA, JAPAN, &c.	TJISONDARI	Dut. str.	1
SAN FRANCISCO via NAGASAKI.	CHINA	Am. str.	1
SAN FRANCISCO via SHAL, NAGASAKI & HONOLULU.	STRINDA	Brit. str.	1
VANCOUVER via SHANGHAI, JAPAN &c.	EMPERESS OF JAPAN	Brit. str.	1
VANCOUVER via SHANGHAI, JAPAN &c.	EMPERESS OF ASIA	Brit. str.	1
VANCOUVER via SHANGHAI, JAPAN &c.	EMPERESS OF RUSSIA	Brit. str.	1
VANCOUVER via SHANGHAI, JAPAN &c.	TAIYUAN	Brit. str.	1
AUSTRALIAN PORTS via TIMOR.	SH. ALBA	Brit. str.	1
AUSTRALIAN PORTS via MANILA.	TANGO MARU	Jap. str.	1
NAGASAKI, KOBE & YOKOHAMA	RIKIO MARU	Jap. str.	1
KOBE & YOKOHAMA	BURTON MARU	Jap. str.	1
TIENTSIN	KWELIN	Brit. str.	1
WELHAIWEI via TIENTSIN	UNIFERRO	Brit. str.	1
SHANGHAI	WOSANG	Brit. str.	1
SHANGHAI	ASHU	Brit. str.	1
SHANGHAI, KOBE & MOJI	SHIRAKA	Brit. str.	1
SHANGHAI, KOBE & MOJI	LUIGHO	Brit. str.	1
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANZA	Brit. str.	1
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Brit. str.	1
SHANGHAI, KOBE & YOKOHAMA	KASHIMA MARU	Jap. str.	1
SHANGHAI	NAOYA	Brit. str.	1
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	1
SAIGON	KALGAN	Brit. str.	1
SWATOW, AMOY & POOCHOW	HAIRONG	Jap. str.	1
TAIPEI & KEELUNG via SWATOW & AMOY	KAIKO MARU	Jap. str.	1
ANPING & TAKAO via SWATOW & AMOY	SORU MARU	Jap. str.	1
MANILA	ERIKO MARU	Jap. str.	1
MANILA, SANDAN, SYRACUSE, BATAVIA, &c.	LOONGHANG	Jap. str.	1
MANILA, OBO & ILOILO	LYSON MARU	Jap. str.	1
MANILA	YETORU MARU	Jap. str.	1
BOMBAY via SINGAPORE, MALACCA & COLOMBO	SANGOLA	Brit. str.	1
SINGAPORE & PENANG	LAISANG	Brit. str.	1
SINGAPORE, PENANG & CALCUTTA	KUMANG	Brit. str.	1
SINGAPORE, PENANG & CALCUTTA	TENSHIN MARU	Jap. str.	1
BATAVIA, ORERIBON, SARABANG, &c.	LOUPAN	Brit. str.	1
HOIHOW & HAIPHONG	TAYANG	Brit. str.	1
GOLOBO & HAIPHONG	MAIYANG	Brit. str.	1
SANDAKAN			

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR SWATOW TO SAIL
HANGHAI via SWATOW "WOSANG" Friday, 24th May, Noon.
HOIHOW & HAIPHONG "YUEHANG" Saturday, 27th May, 3 p.m.
MANILA "CHIPSING" Sunday, 28th May, 10 a.m.
WELHAIWEI & TIENTSIN "TAKANG" Tuesday, 30th May, 3 a.m.
HOIHOW & HAIPHONG "MAURANG" Friday, 3rd June, Noon.
SANDAKAN "LOONGSANG" Saturday, 3rd June, 3 p.m.
SINGAPORE, PENANG & CALCUTTA "LAISANG" Wednesday, 7th June, 5 p.m.
SINGAPORE, PENANG & CALCUTTA "KUMANG" Saturday, 10th June, 3 p.m.
RETURN TOURS TO JAPAN.
The steamers "KUMANG," "NANAN," "LAISANG," and "FOOKANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning to Hongkong. Time counted, 15 days. This service is supplemented by the "YANMARU," "KUMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time counted, 15 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
Taking cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Tawau, Urusan, Jesselton and Labuan.
Telephone No. 215.
For Freight or passage apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.
Hongkong, 24th May, 1916.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.
Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215.
AGENTS.
Hongkong, 16th April, 1915.



PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.
HOMeward.
FOR STRAITS
DATE OF DEPARTURE
TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.
For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.
Telephone No. 215 Sak Ex 10
Hongkong, 16th April 1916.

CANADIAN PACIFIC OCEAN SERVICES LIMITED
TRANS-PACIFIC LINES
FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.
CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE and YOKOHAMA in connection with the CANADIAN PACIFIC RAILWAY CO.
QUICKEST TIME ACROSS THE PACIFIC
"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
"EMPERESS OF JAPAN"—REDUCED FIRST CLASS FARES.
"MONTEAGLE"—INTERMEDIATE.
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.
"EMPERESS OF JAPAN" 21 May
"EMPERESS OF ASIA" 14 June
"MONTEAGLE" 23 June
"EMPERESS OF RUSSIA" 1 July
"EMPERESS OF RUSSIA" 6 Sept.
Only at Moji instead of Nagasaki.
For further information, Sailings, Guide Books, etc., please apply to
J. H. WALLACE, P. D. SUPERHERLAND
General Agent, Hongkong. General Agent, Passenger Dept., Hongkong.

P. & O. S. N. CO.

ROYAL MAIL SERVICE.
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—
FOR STRAITS
TO SAIL
REMARKS
SHANGHAI, MOJI, KOBE, NYANZA Capt. S. Barham About 30th May Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID NOVARA Capt. H. R. Hetherington 2nd June Connecting at Colombo with Mail ex "Moros."
SHANGHAI NAGOYA Capt. A. B. Garwood, R.N.R. 2nd June Direct Service.
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID NAGOYA Capt. A. B. Garwood, R.N.R. 16th June Connecting at Colombo with Mail ex "Moros."
WIRELESS ON ALL STEAMERS. Return tickets etc. fare and a half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.
SEE SEPARATE ADVERTISEMENT.
For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to
J. H. WALLACE, P. D. SUPERHERLAND
Acting Superintendant.
P. & O. S. N. Co., Ltd., 725
Bangkok, 20th May, 1915.

VESSELS ON THE BERTH

S.S. "CACIQUE"
(American Registry).

MESSRS. W. R. GRACE & Co.'s fine new American Steamer "CACIQUE" will be despatched for SAN FRANCISCO from Hongkong on the 25th May, 1916.

For full information regarding freight bookings and rates apply to—
CHINA MAIL S.S. Co., Ltd.
Agents.
Hongkong, 2nd May, 1916. [551]

AMERICAN AND MANCHURIAN LINE.
For NEW YORK via PANAMA CANAL. With liberty to proceed via any other route.

THE Steamship
"BLOOMFONTEIN,"
Captain W. H. Dorman, will be despatched for the above port on MONDAY, the 28th May, 1916.
For freight and other information apply to
THE BANK LINE, LTD.,
General Agents.
Hongkong, 16th May, 1916. 703

CANADIAN PACIFIC OCEAN SERVICES LIMITED.

THE Steamship
"STRINDA"
will be despatched for VANCOUVER, B.C., via Usual Ports of Call, About the 30th MAY, 1916.
Bills of Lading issued to all Overland Points in Canada, United States and West Indies, etc.
For Freight Rates, etc., please apply to
J. H. WALLACE, General Agent, Hongkong.
Hongkong, 22nd May, 1916. [718]

FOR SAN FRANCISCO.

THE fine new American Steamship
"FLORIDIAN"
will be despatched about 30th May, taking cargo for San Francisco and for Overland Points in the United States.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 30th March, 1916. 462

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship
"NOVARA."
Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 2nd June, 1916, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOBIA," from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.
Bills and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "ASADA," due in London about the 17th July, 1916.
Passes will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. V. D. PARR, Acting Superintendent.
Hongkong, 20th May, 1916. 1

NOTICES TO CONSIGNEES

THE KAILAN MINING ADMINISTRATION.
NOTICE TO CONSIGNEES.
The Steamship "ALBANA,"
FROM PENANG.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded, unless notice to the contrary be given before.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th May will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 5th June, or they will not be recognized.
All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th May, at 10.30 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., Ltd.,
Agents.
Hongkong, 22nd May, 1916. [727]

LATEST STEAMER MOVEMENT

The P. & O. Homeward Intermediate str. *Nore*, which left Hongkong on the 20th March, arrived in London on the 21st instant.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong 2nd June. Connecting with "SURAT" from Colombo 17th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN calling at MAURITIUS en route and affording the quickest Freight Transport from the ORIENT to SOUTH AFRICA.

From Hongkong S.S. "JESERIC" About 15th June. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June. LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option subject to change without notice.

For rates of freight and further information apply to—

THE BANK LINE, LTD.,

By Messrs. R. & Co., Canton.

MANAGING AGENTS.

Hongkong 11th April, 1916.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION FOR

SAIGON ... "KALGAN" ... On 14th May, 4 P.M. SHANGHAI ... "ANHUI" ... On 26th May, 4 P.M. TIENTSIN ... "KWEILIN" ... On 26th May, Noon. SHANGHAI ... "LUCHOW" ... On 28th May, 4 P.M. MANILA, CEBU and ILOILO ... "TEAN" ... On 30th May, 4 P.M.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANTU". MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN". SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "ANHUI", "CHIHAN", "LUCHOW", "YINGCHOW", "SHANTUNG" and "SINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to— BUTTERFIELD & SWIRE, Hongkong, 24th May, 1916. Telephone 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and excellent cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days.

STEAMSHIP CAPTAIN LEAVING "HAIHONG" ... Capt. J. W. Evans ... SATURDAY, 27th May, at 3 P.M.

Calling at Swatow Passengers only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 24th May, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SHIRALA" 5,208 tons, Captain J. H. Galgoy, will be despatched for SHANGHAI, KOBE and MOJI on 26th May.

WESTWARD

S.S. "SANGOLA" 5,184 tons, Capt. H. J. Baker, will be despatched for SINGAPORE and PENANG on 29th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD., AGENTS.

Hongkong, 24th May, 1916.

P. & O. S. N. CO.

ROYAL MAIL SERVICE UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO MARSEILLES AND LONDON, TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
to	from	Str. from Colombo	1916	1916
COLOMBO	Friday			
NOVARA	June 2	MOREA	July 3	July 10
NAGOYA	June 16	KHLYBER	July 17	July 24
NY ANZA	June 30	Through Steamer	Aug. 4	Aug. 12
NELLORE	July 14	Through Steamer	Aug. 18	Aug. 27
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
SOMALI	Aug. 11	KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	MOOLTAN	Sept. 25	Oct. 2

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking. On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NYANZA	TUESDAY, 30th May.
NAGOYA	SAURDAY, 3rd June.
NELLORE	SATURDAY, 17th June.
NANKIN	SATURDAY, 1st July.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company. † Shanghai only.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave H.K.	Leave S'PORT	Due at Marseilles	Due at London
	about	about	about	about
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans, free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets Interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years, or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to E. V. D. PARR, Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	Tons	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	KAGA MARU Capt. Tanaka	13,500	THURSDAY, 25th May, at Noon
	KAMO MARU Capt. Shimizu	16,000	THURSDAY, 8th June, at Noon
VICTORIA, B.O. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	YOKOHAMA MARU Capt. Shinohe	12,800	WEDNESDAY, 7th June, at 4 P.M.
	SADO MARU Capt. Asakawa	12,000	TUESDAY, 27th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, RANBOANGA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	TANGO MARU Capt. Seyda	13,500	TUESDAY, 13th June, at 4 P.M.
	NIKKO MARU Capt. Takada	9,800	FRIDAY, 14th July, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	TENSHIN MARU Capt. Kawai	8,600	WEDNESDAY, 31st July
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	YETOROFU MARU Capt. K. Ogata	8,800	FRIDAY, 9th June
KOBE and YOKOHAMA	BENTEN MARU Capt. —	6,000	SATURDAY, 27th May
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Kobayashi	8,000	THURSDAY, 15th June
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takada	9,800	MONDAY, 12th June, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	KASHIMA MARU Capt. Takada	15,000	THURSDAY, 1st June, at 10 A.M.

SOME PRINCIPAL FARES.

To London 1st Single Yen 550.	To London 2nd Single Yen 430.
" " Return " 875.	" " Return " 660.
To London via New York Montreal 2nd Single Yen 267.50.	
To Victoria, Vancouver, Seattle, 1st Single Yen 530.	
To Sydney, 1st Single Yen 240.	To Melbourne 1st Single Yen 241.
1st Return Yen 372.	1st Return Yen 373.16.
To Yokohama 1st Return Yen 150.	To Kobe 1st Return Yen 125.
2nd " 80.	2nd " 65.

ROUND-THE-WORLD, Tour No. 1 Yen 4,112.8. Tour No. 2 Yen 4,111.17.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGING AGENT.

Telephone Nos. 192 and 194.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Ballings from Hongkong—Subject to Change Without Notice	Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	WED. 31st May Noon.	
DAIREN MARU	9,000—12 knots	FRI. 3rd June Noon.	
JINYO MARU	8,000—12 knots	MON. 26th June Noon.	
PERSIA MARU	9,000—14 knots	TUE. 4th July 10.30 A.M.	
KWANTO MARU	8,000—12 knots	SATUR. 8th July Noon.	
KIYO MARU	17,200—14 knots	TUE. 11th July Noon.	
TENYO MARU	22,000—21 knots	TUES. 18th July Noon.	
NIPPON MARU	11,000—15 knots	TUE. 1st Aug. 10.30 A.M.	

First Class to London £71.10... Return (6 Months) £120. " " " New York £60. " " " San Francisco £45. " " " " £268.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS, MISSIONARIES, etc. ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

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FOR	STEAMERS	TO
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN	On or about 31st May.
YOKOHAMA	HOMEWARD	
MANILLE, VIA SAIGON and PORTS	PORTHOS	On 24th May, at 10 A.M.

(Without Transshipment) Subject to immediate alteration without notice.

SPECIAL SUMMER RATES TO JAPAN. 1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey. FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00. For further particulars apply to P. THOMAS, AGENT, QUEEN'S BUILDING. Telephone 740.

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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA. "CANADA MARU" ... T. Suruga ... FRIDAY, 26th May, at 3 P.M. "TACOMA MARU" ... T. Hamada ... MONDAY, 12th June at 3 P.M. † Omitting Shanghai and Nagasaki. † Omitting Manila and Nagasaki.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO. "LUZON MARU" ... SATURDAY, 3rd June, at 7 A.M.

JAVA LINE. FOR MANILA, SANDAKAN, SINGAPORE, BATAVIA, SAMARANG, SOERABAYA AND MACASSAR. "ERIMO MARU" ... Y. Fuzeno ... MONDAY, 29th May, at Noon.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY. "BOSSU MARU" ... THURSDAY, 28th May, at 9 A.M. "KAIJO MARU" ... SUNDAY, 28th May, at Noon. † Proceeding to Anping and Takao. † Proceeding to Tamsui and Keelung. These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office. For FURTHER INFORMATION, apply to—

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MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	10th June	On 2nd June, 11 A.M.
EMPIRE		On 1st July, 11 A.M.

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